PROJECT WORKING GROUP
ROSECRANS CORRIDOR MOBILITY STUDY

JANUARY 11, 2010

Agenda

- Call to Order
  - Purpose of PWG & Mission Statement
  - Approval of Minutes
- Public Comment
- Review of Project Goals & Objectives
- Cost Estimates
- Implementation Plan
- Community Group Meetings
- Closing Remarks Next Steps

1. Call to Order

Purpose of PWG

The PWG is comprised of residents and business owners from the Rosecrans Corridor communities of Old Town, North Bay and Peninsula. All member were appointed or nominated to serve as representatives of the PWG through their involvement in the community or in community based organizations.

Members are responsible for disseminating information about the project to the community by providing monthly updated to their respective organizations and distribution of event information.

The PWG is not a decision making body and will not be voting on issues. The purpose of this group is to provide guidance on key issues to the project technical team and City staff.

Mission Statement

The mission of the Rosecrans Corridor Mobility Study Project Working Group is to provide recommendations to the City of San Diego about potential community sensitive solutions to improve *vehicular, transit, pedestrian, and bicycle* mobility in the Rosecrans Corridor study area.

The Working Group will serve as a forum for collaboration, the discussion of issues and exchange of ideas between City, military and all affected communities toward improving mobility and promoting urban beautification.

2. Approval of Minutes

3. Public Comment

4. Review of Project Goals & Objectives

5. DRAFT Cost Estimates

Cost Estimates

- Construction Costs

- Contingency (25%)
- Bond (2%)
- Field Orders (25%)
- Mobilization (2%)
- Administrative (25%)
- Design (25%)
- Environmental (15%)

Cost by Improvement

ROSECRANS COORIDOR STUDY
ESTIMATES

Area 1

Area	Construction	Contigency (25%)	Bond (2%)	Field Orders (25%)	Mobilization (2%)	Admin (25%)	Design (25%)	Environmental (15%)	Total
Improvement A	$304,325	$76,081	$7,608	$95,102	$7,608	$95,102	$95,102	$57,061	$737,988
Improvement B	$446,188	$111,547	$11,155	$139,434	$11,155	$139,434	$139,434	$83,660	$1,082,007
Improvement C	$689,491	$172,373	$17,237	$215,466	$17,237	$215,466	$215,466	$129,280	$1,672,016
Improvement D	$485,430	$121,358	$12,136	$151,697	$12,136	$151,697	$151,697	$91,018	$1,177,169
Improvement E	$113,165	$28,291	$2,829	$35,364	$2,829	$35,364	$35,364	$21,218	$274,425
New Transit Stops	$2,000	$500	$50	$625	$50	$625	$625	$375	$4,850
Future Road between Kurtz and Sports Arena	$304,325	$76,081	$7,608	$95,102	$7,608	$95,102	$95,102	$57,061	$737,988
Total Area 1	**$2,344,925**	**$586,231**	**$58,623**	**$732,789**	**$58,623**	**$732,789**	**$732,789**	**$439,673**	**$5,686,443**

Area 2

Area	Construction	Contigency (25%)	Bond (2%)	Field Orders (25%)	Mobilization (2%)	Admin (25%)	Design (25%)	Environmental (15%)	Total
Improvement F	$225,486	$56,371	$5,637	$70,464	$5,637	$70,464	$70,464	$42,279	$546,803
Improvement G	$125,112	$31,278	$3,128	$39,098	$3,128	$39,098	$39,098	$23,459	$303,397
Improvement H	$47,040	$11,760	$1,176	$14,700	$1,176	$14,700	$14,700	$8,820	$114,072
Improvement I	$74,941	$18,735	$1,874	$23,419	$1,874	$23,419	$23,419	$14,051	$181,732
Improvement J	$7,500	$1,875	$188	$2,344	$188	$2,344	$2,344	$1,406	$18,188
Total Area 2	**$480,079**	**$120,020**	**$12,002**	**$150,025**	**$12,002**	**$150,025**	**$150,025**	**$90,015**	**$1,164,191**

Area 3

Area	Construction	Contigency (25%)	Bond (2%)	Field Orders (25%)	Mobilization (2%)	Admin (25%)	Design (25%)	Environmental (15%)	Total
Improvement K	$105,545	$26,386	$2,639	$32,983	$2,639	$32,983	$32,983	$19,790	$255,947
Improvement L	$276,767	$69,192	$6,919	$86,490	$6,919	$86,490	$86,490	$51,894	$671,159
Improvement M	$201,196	$50,299	$5,030	$62,874	$5,030	$62,874	$62,874	$37,724	$487,899
Improvement N	$118,381	$29,595	$2,960	$36,994	$2,960	$36,994	$36,994	$22,196	$287,073
Improvement O	$8,500	$2,125	$213	$2,656	$213	$2,656	$2,656	$1,594	$20,613
Total Area 3	**$710,388**	**$177,597**	**$17,760**	**$221,996**	**$17,760**	**$221,996**	**$221,996**	**$133,198**	**$1,722,691**

Area 4

Area	Construction	Contigency (25%)	Bond (2%)	Field Orders (25%)	Mobilization (2%)	Admin (25%)	Design (25%)	Environmental (15%)	Total
Improvement P	$23,924	$5,981	$598	$7,476	$598	$7,476	$7,476	$4,486	$58,015
Improvement Q	$48,402	$12,100	$1,210	$15,126	$1,210	$15,126	$15,126	$9,075	$117,374
Improvement R	$84,507	$21,127	$2,113	$26,408	$2,113	$26,408	$26,408	$15,845	$204,930
Improvement S	$36,570	$9,142	$914	$11,428	$914	$11,428	$11,428	$6,857	$88,682
Improvement T	$40,060	$10,015	$1,002	$12,519	$1,002	$12,519	$12,519	$7,511	$97,146
Improvement U	$175,000	$43,750	$4,375	$54,688	$4,375	$54,688	$54,688	$32,813	$424,375
Improvement V	$7,500	$1,875	$188	$2,344	$188	$2,344	$2,344	$1,406	$18,188
Total Area 4	**$415,962**	**$103,991**	**$10,399**	**$129,988**	**$10,399**	**$129,988**	**$129,988**	**$77,993**	**$1,008,708**

Construction: $4M
Additional: $5.4
TOTAL: $9.4

6. Implementation Plan

Implementation Plan

- Short Term: 1 – 5 years
- Medium Term: 5 – 10 years
- Long Term: 10 – 20 years
- Beyond 20 years
- Not Included in Implementation Plan

Table 11.1
Implementation Plan

Improvement	Short-Term (0-5 years)	Medium-Term (5-10 years)	Long-Term (10-20 years)	Beyond 20 Years	Not Supported
Elements of Mobility Study					
Area 1					
A. Moore Street Median	X				
B. Sidewalks & Bicycle Lanes on Rosecrans to Transit Center					
- Sidewalk and Curb improvements	X				
- Restripe with single left turn lane at Rosecrans and Hancock	X				
- Restripe for dual left turn lanes at Hancock and modify signal phasing			X		
C. Extension of Sports Arena					
- Preliminary Engineering	X				
- Design & Construction		X			
- Transit Priority Treatments			X		
- Reconstruction or Reconfiguration of Intersection				X	
D. Rosecrans & Midway Intersection Improvements					
- City Project	X				
- Full Improvement		X			
- Transit Priority Treatments			X		
E. Remove Parking & Stripe Bike Lanes on Rosecrans (Midway to Nimitz)	X				
Area 2					
F. Modify Signals					
- Roosevelt	X				
- Womble	X				
G. Intermittent Medians and Northbound Left Turn Lanes		X			
H. Widen Bicycle Lanes through Area 2 (in conjunction with Improvement G)		X			

8. Community Meetings

Presentations

- 15 minute Powerpoint Presentation
- Focus on Elements of Study within the Planning Area
- Requesting Input on Concepts from Community Groups
- Requesting Official Vote from:
  - Old Town Planning Committee (Jan. 13th)
  - North Bay Community Planning Group (Feb. 17th)
  - Peninsula Community Planning Board (Feb. 18th)

Scheduled Meetings

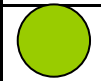
ORGANIZATION	DAY/DATE	TIME
Point Loma Association (Areas 2 – 4)	Wednesday, January 13	7:30 a.m.
Old Town Community Planning Committee (Area 1)	Wednesday, January 13	3:30 p.m.
Old Town Chamber of Commerce (Area 1)	Wednesday, January 20	8:30 a.m.
North Bay Community Planning Group (Area 1)	Wednesday, January 20	3:00 p.m.
Peninsula Community Planning Board (Areas 2 – 4)	Thursday, January 21	6:30 p.m.
La Playa Heritage (Area 4)	Tuesday, February 9	2:30 p.m.
Peninsula Chamber of Commerce (Areas 2 & 3)	Tuesday, February 9	5:30 p.m.
P3 (Area 2)	Friday, February 12	1:30 p.m.

North Bay Community Planning Group FOR OFFICIAL VOTE	Wednesday, February 17	3:00 p.m.
Peninsula Community Planning Board FOR OFFICIAL VOTE	Thursday, February 18	6:30 p.m.

9. Closing Remarks/Next Steps

Final Concept Plan

Elements of Selecting an Alternative

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input	
Cost	**H**

 Yes

 Neutral

 No

H High (More than $1M)

M Medium ($100 - $1M)

L Low (less than $100)

Preliminary Recommended Improvement :

Moore Street Median Closure to Prohibit Left-turns

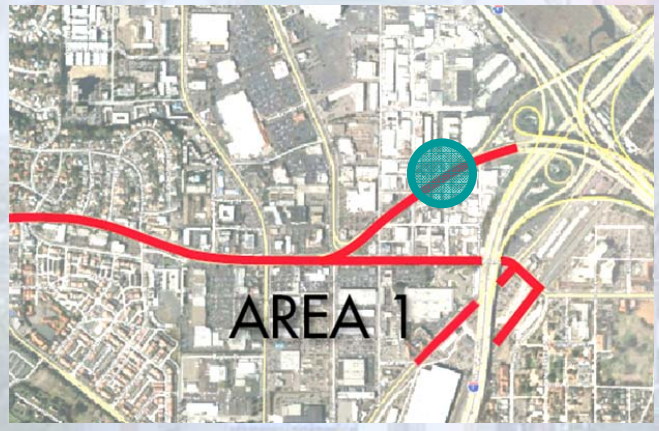
A

Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 47.2%)	●
Cost	M

Preliminary Recommended Improvement :

Moore Street Median Closure to Prohibit Left-turns

A



Accident History

45 Reported (1999 – 2009)

3 Pedestrian Involved (1 Fatality)

- 7% Pedestrian
- 20% Rear-End
- 40% Right Angle
- 20% Side Swipe
- 13% Other

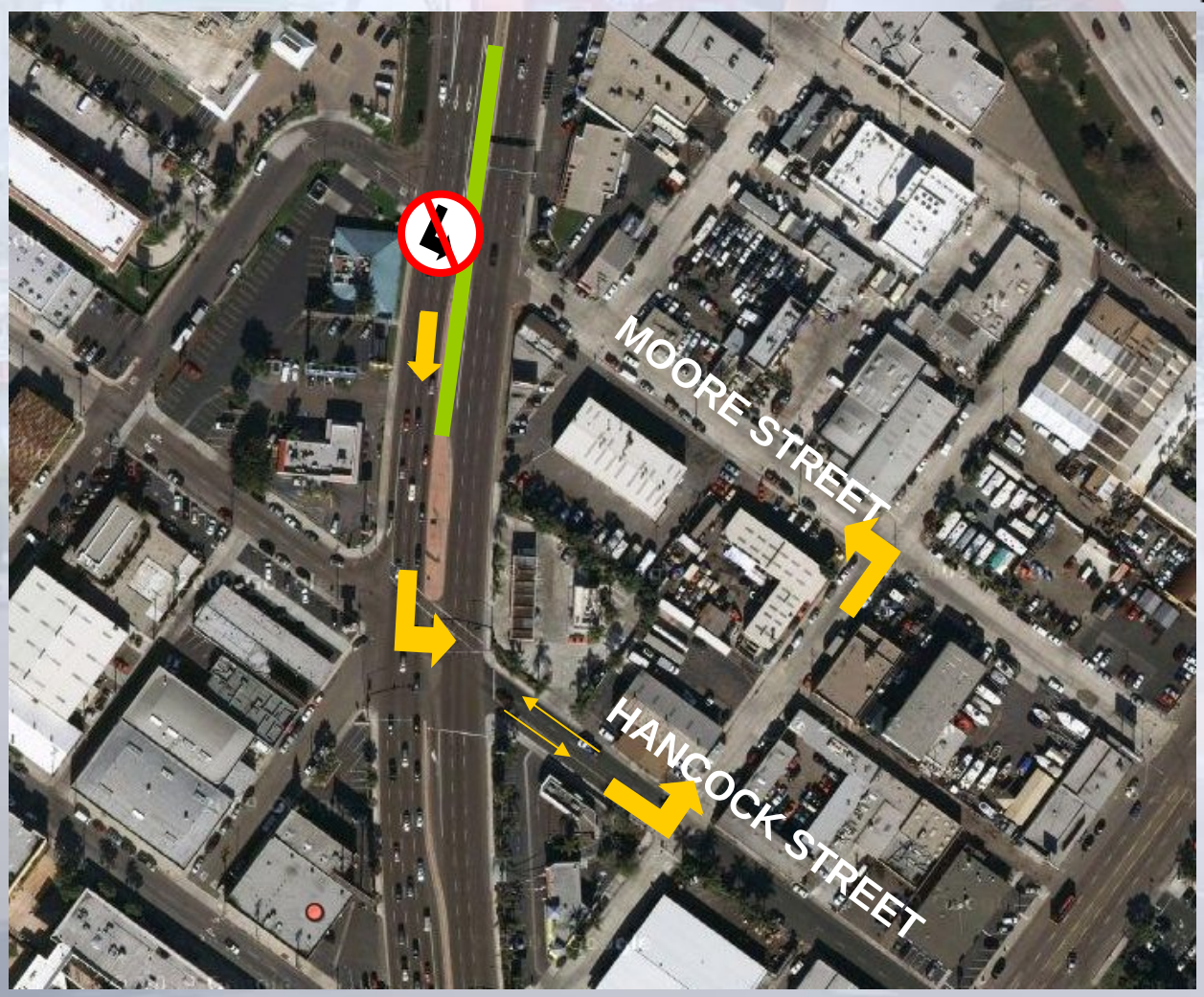
EXISTING

PROPOSED

Preliminary Recommended Improvement :

Moore Street Median Closure: Traffic Recirculation Pattern

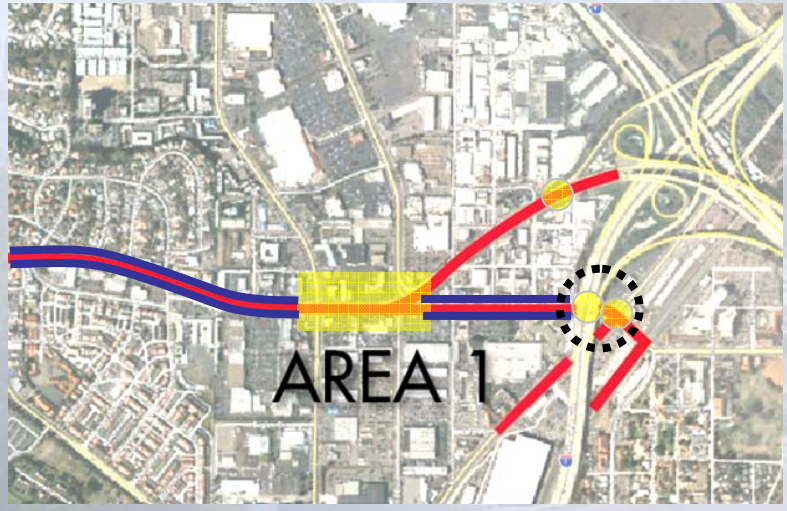
A



Preliminary Recommended Improvement :

Provide Bike Lanes and Sidewalks to Improve Connection to Transit Center (Camino Del Rio to Pacific Highway)

B



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 52.7%)	●
Cost	M

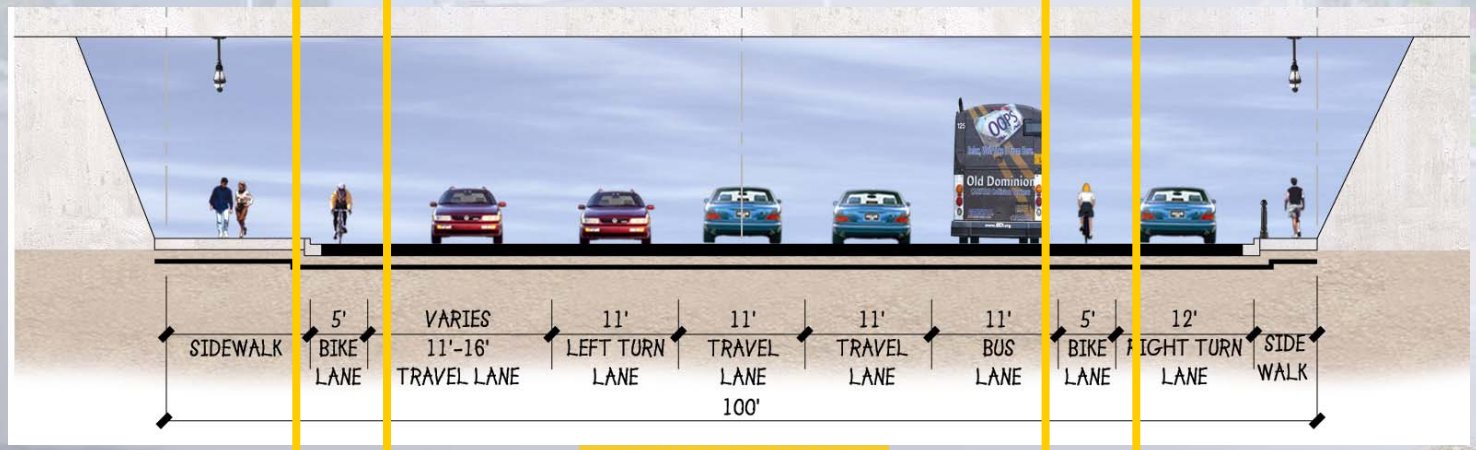
Preliminary Recommended Improvement :

Provide Bike Lanes and Sidewalks to Improve Connection to Transit Center (Camino Del Rio to Pacific Highway)

B

EXISTING

PROPOSED



Bike Lanes

Preliminary Recommended Improvement :

Improve Pedestrian Access: Install Traffic Signal & New Crosswalks at Rosecrans/Hancock

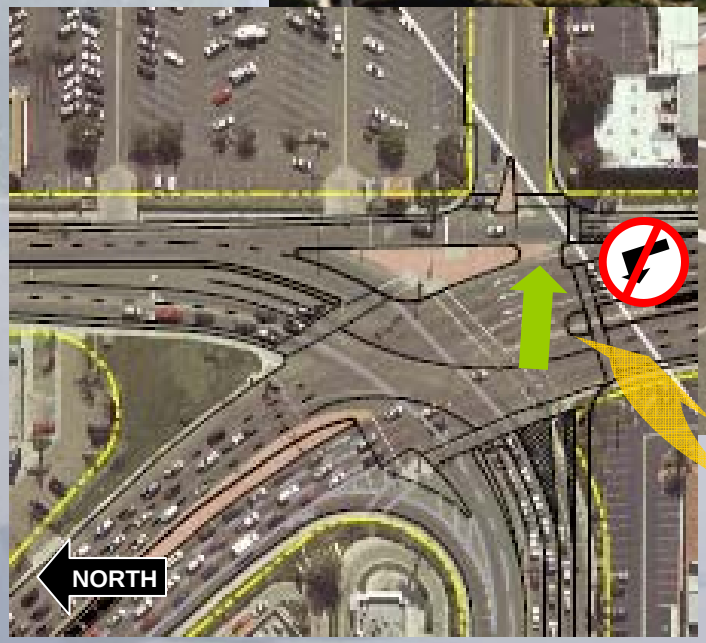
B

Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 52.7%)	●
Cost	M

Preliminary Recommended Improvement :

Extend Sports Arena Boulevard East of Rosecrans

C



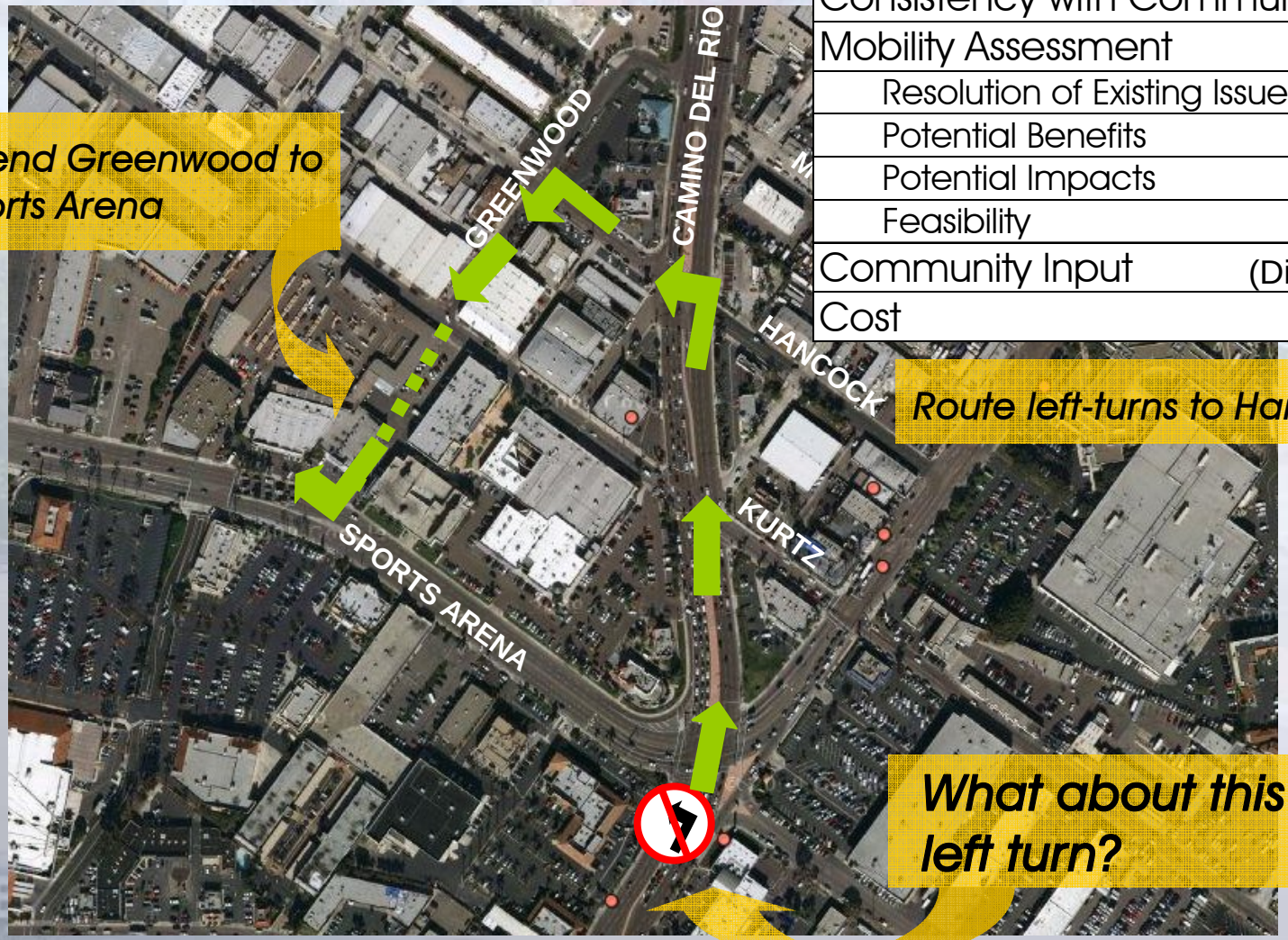
What about this left turn?

Preliminary Recommended Improvement :

Extend Sports Arena Boulevard East of Rosecrans

C

Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	○
Community Input (Dislike = 41.5%)	●
Cost	H



Extend Greenwood to Sports Arena

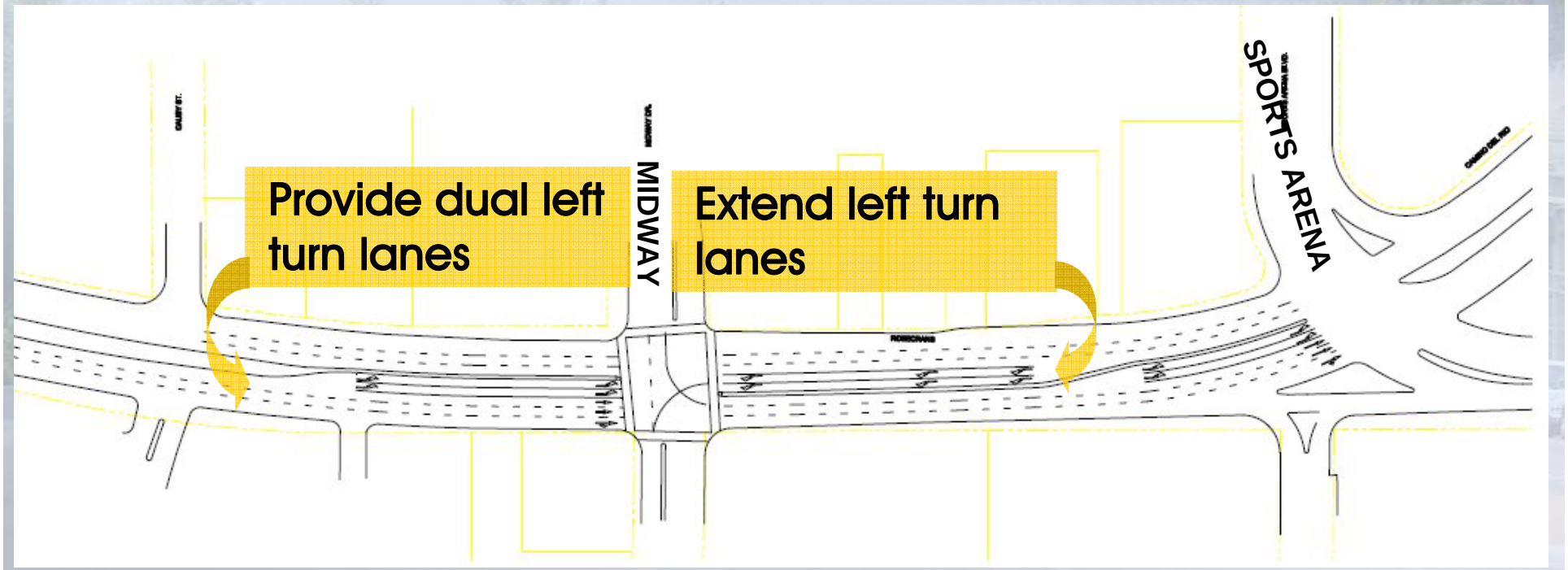
Route left-turns to Hancock

What about this left turn?

City of San Diego Planned Improvement :

Midway Intersection Improvements

D



Mid- to Long-Term Improvement :

Rosecrans & Midway Intersection Improvements

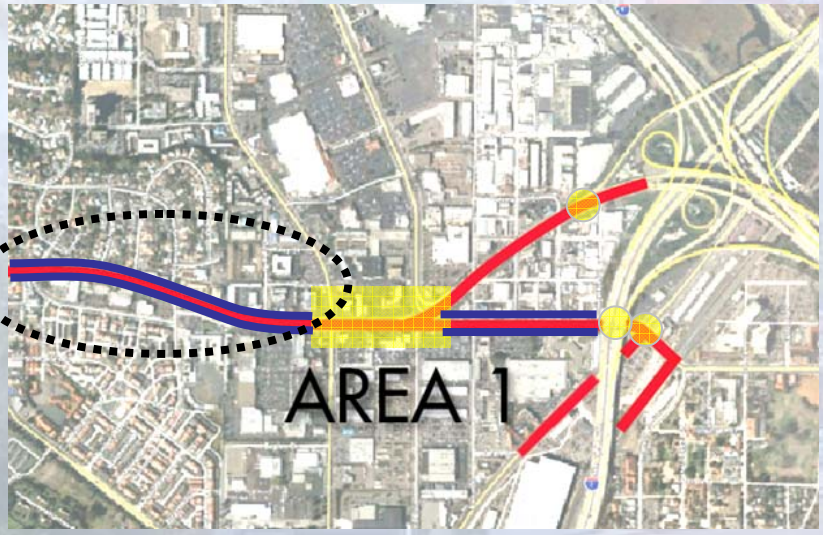
D

Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	○
Community Input (Like = 67.3%)	●
Cost	H

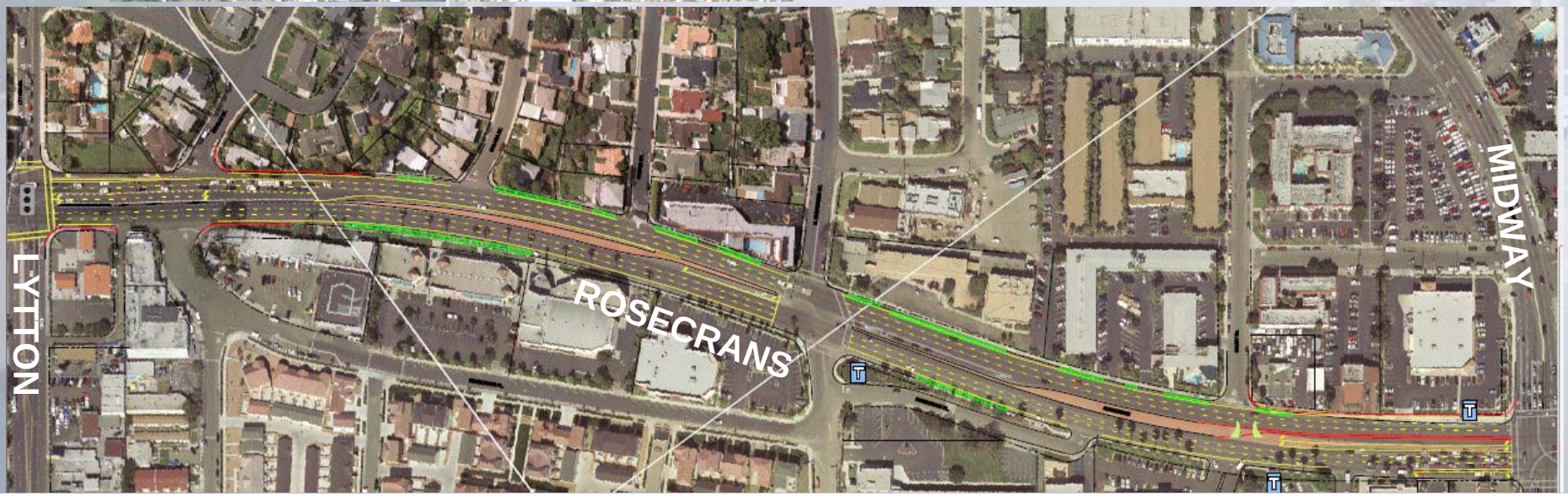
Preliminary Recommended Improvement :

Stripe Bike Lanes from Midway to Lytton

E



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 50.9%)	
Cost	L

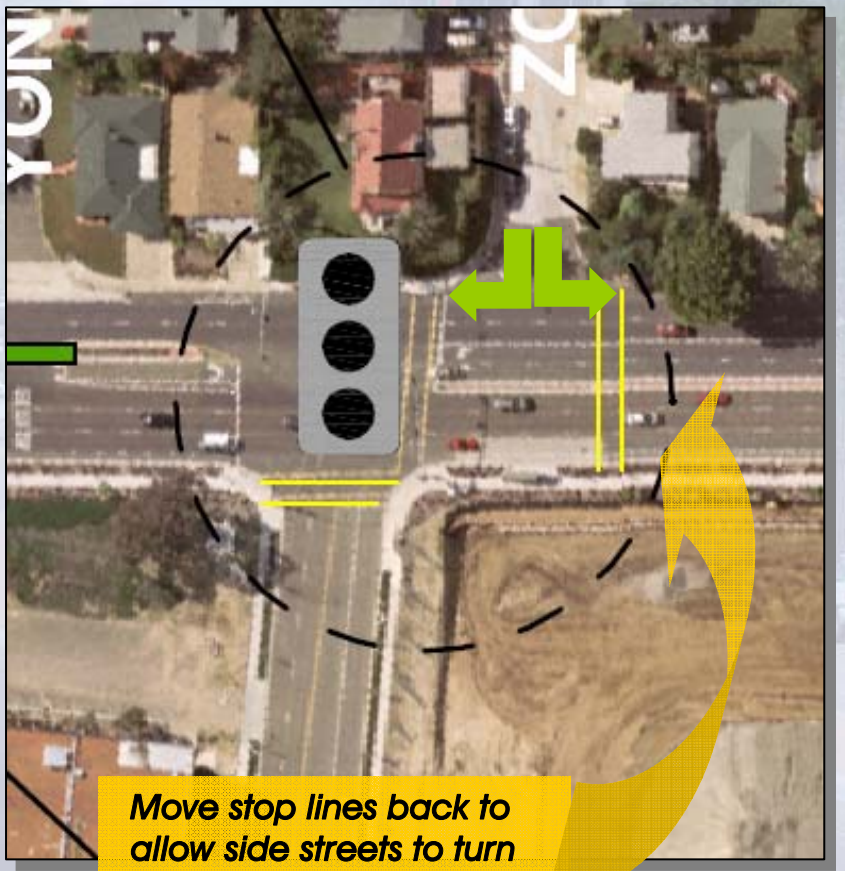


Preliminary Recommended Improvement :

Modify Signals at Dumas/Roosevelt and Zola/Womble to Improve Access

F

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 55.0%)	
Cost	M



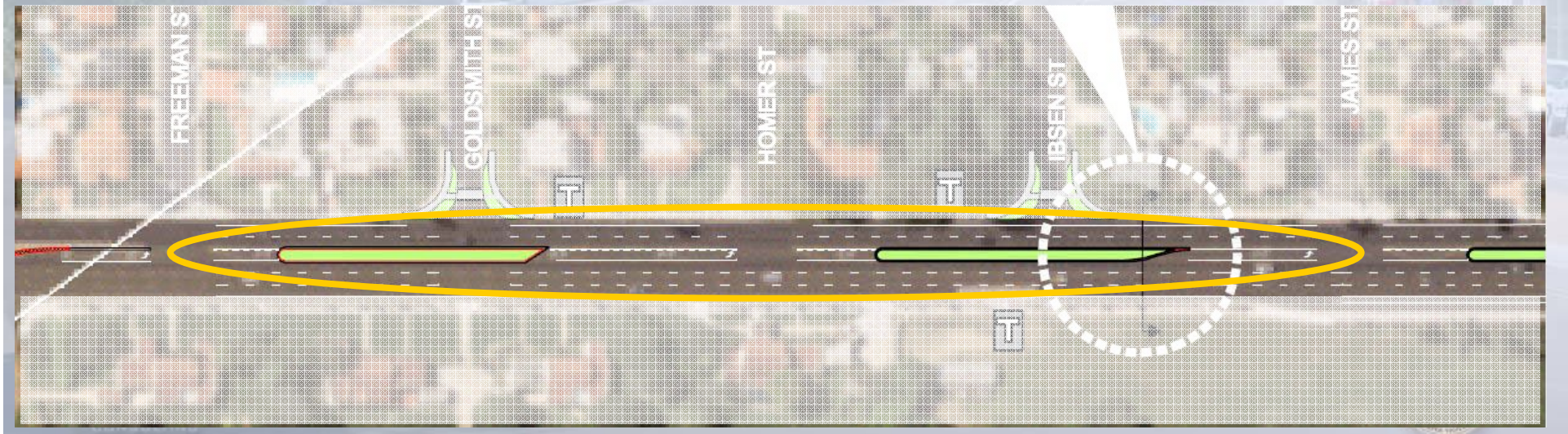
Move stop lines back to allow side streets to turn with signal

Preliminary Recommended Improvement :

Intermittent Medians and Left-Turn Pockets Improve Traffic Flow & Reduce Side Street Delay

G

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 42.4%)	
Cost	M

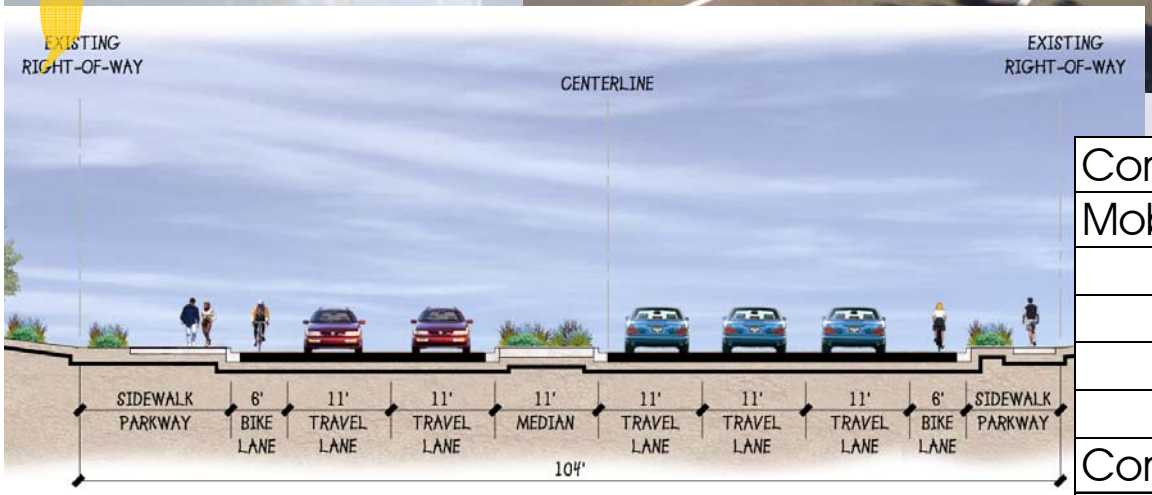


Preliminary Recommended Improvement :

Widen Bicycle Lanes from 4 to 6 feet by Reducing Median Width

H

Existing Right-of-Way to remain the same

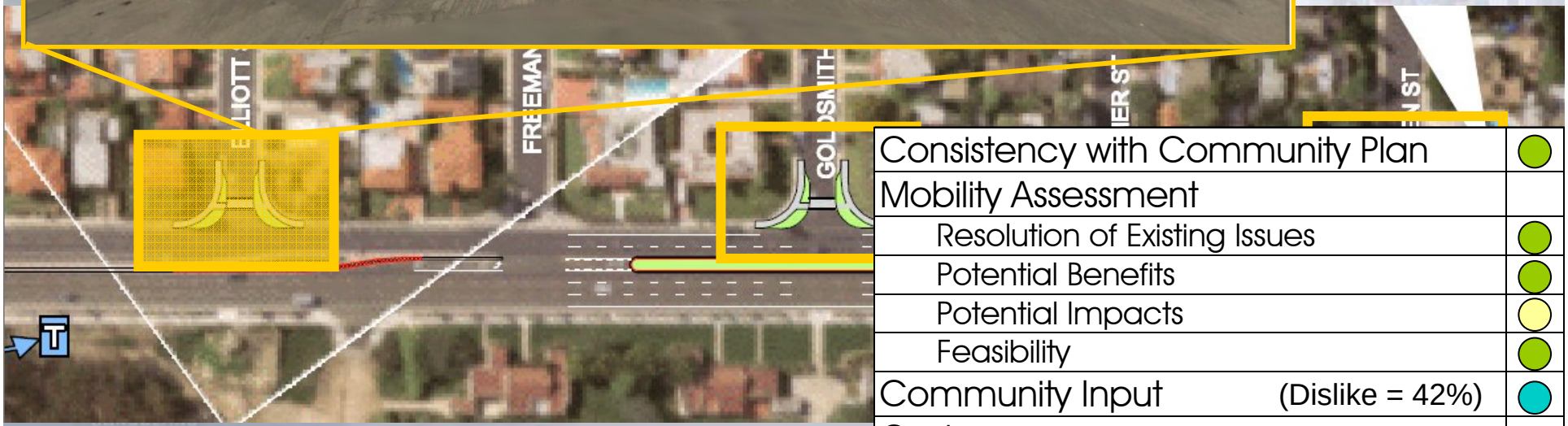


Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 59.0%)	●
Cost	L

Preliminary Recommended Improvement :

Side Street Curb Extensions Reduce Pedestrian Crossing Distance

I



Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42%)	●
Cost	M

Preliminary Recommended Improvement :

Relocate Transit Stops from Porter/Udall to Farragut/Voltaire to be Closer to the Crosswalk

J

Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 46.6%)	●
Cost	L

CITY POLICY

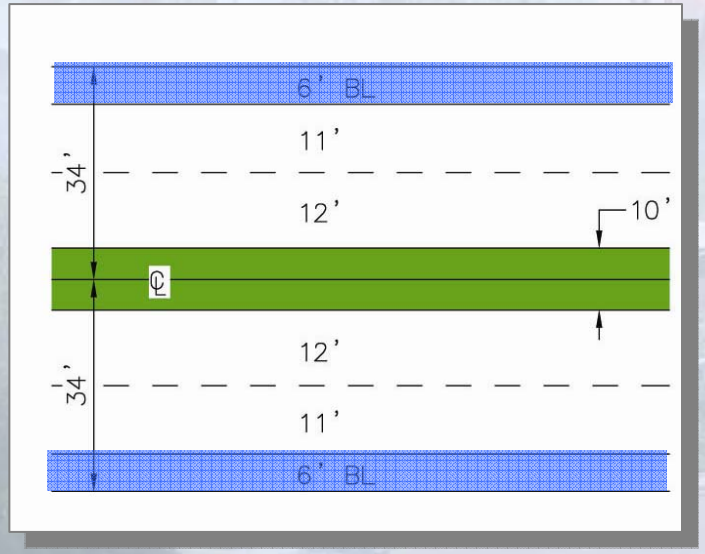
"City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street."

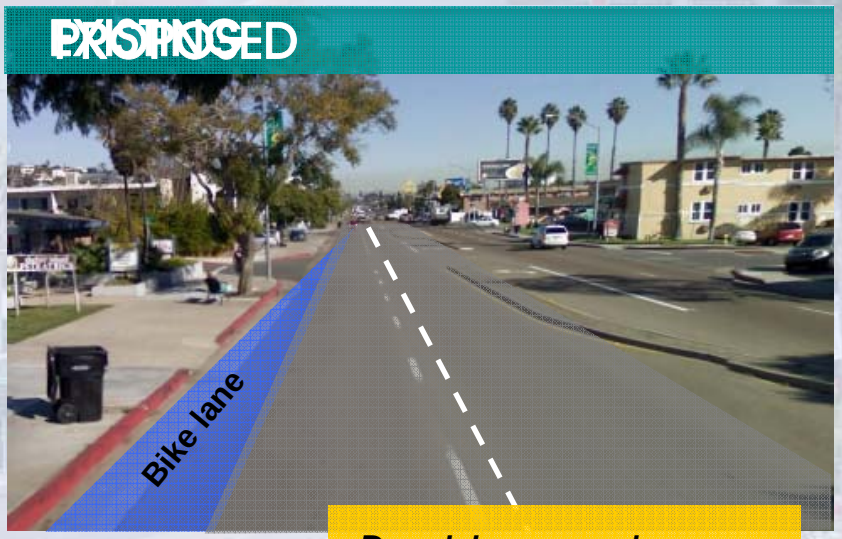
City of San Diego Council Policy No. 200-07 (April 2009)

Preliminary Recommended Improvement :

Restripe Corridor to Include 6' Bicycle Lanes Northbound & Southbound

K





Re-stripe roadway within the existing Right-of-Way to provide bicycle lanes

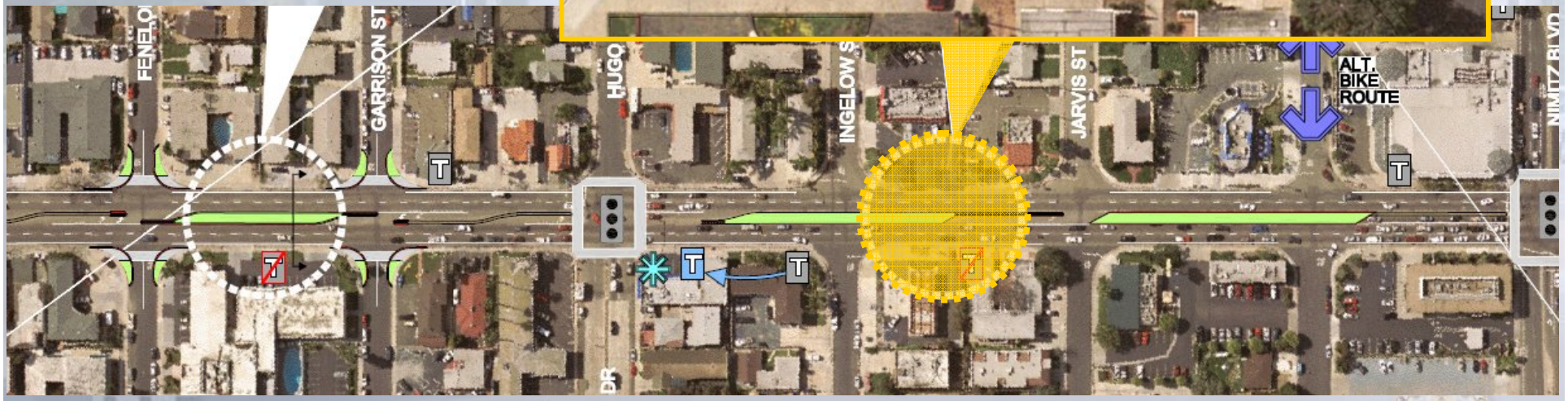
Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 62%)	
Cost	L

Preliminary Recommended Improvement :

Landscaped Medians Restrict Side Street Access, Reduce Delay & Improve Flow

L

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 43.8%)	
Cost	H



Preliminary Recommended Improvement :

Install New Traffic Signal and Crosswalks at Emerson

M

Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 48%)	●
Cost	**M**

COUNCIL POLICY ON PEDESTRIANS

"Pedestrian accidents account for only four percent of the total traffic accidents in the City of San Diego. Unfortunately, they also account for a disproportionate 34 percent of all citywide traffic deaths."

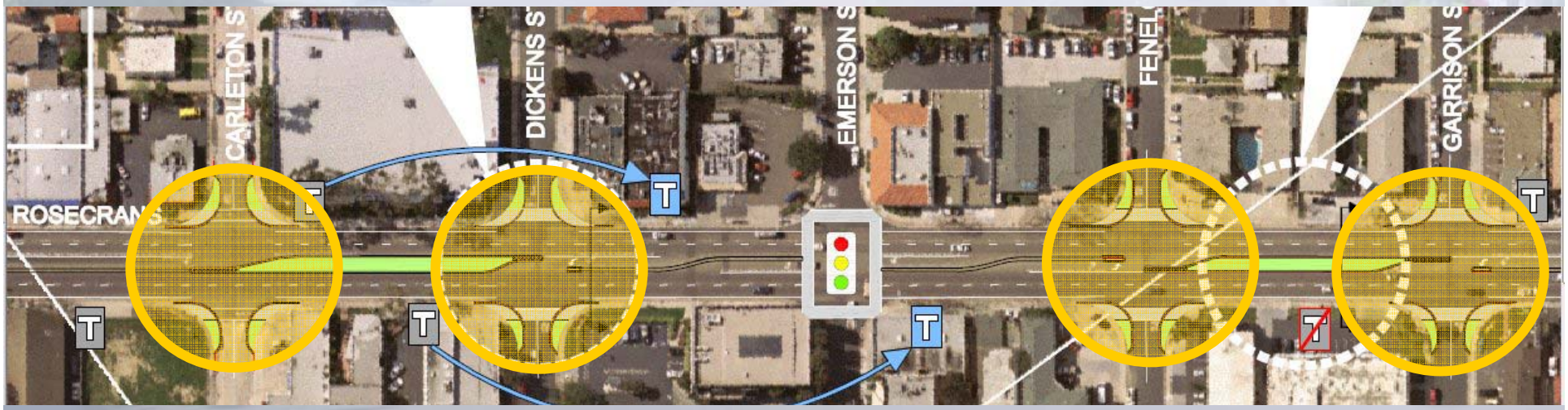
City of San Diego Council Policy No. 200-07 (April 2009)

Preliminary Recommended Improvement :

Install Curb Extensions on Side Streets to Reduce Pedestrian Crossing Distance & Provide for Landscaping Opportunities

N

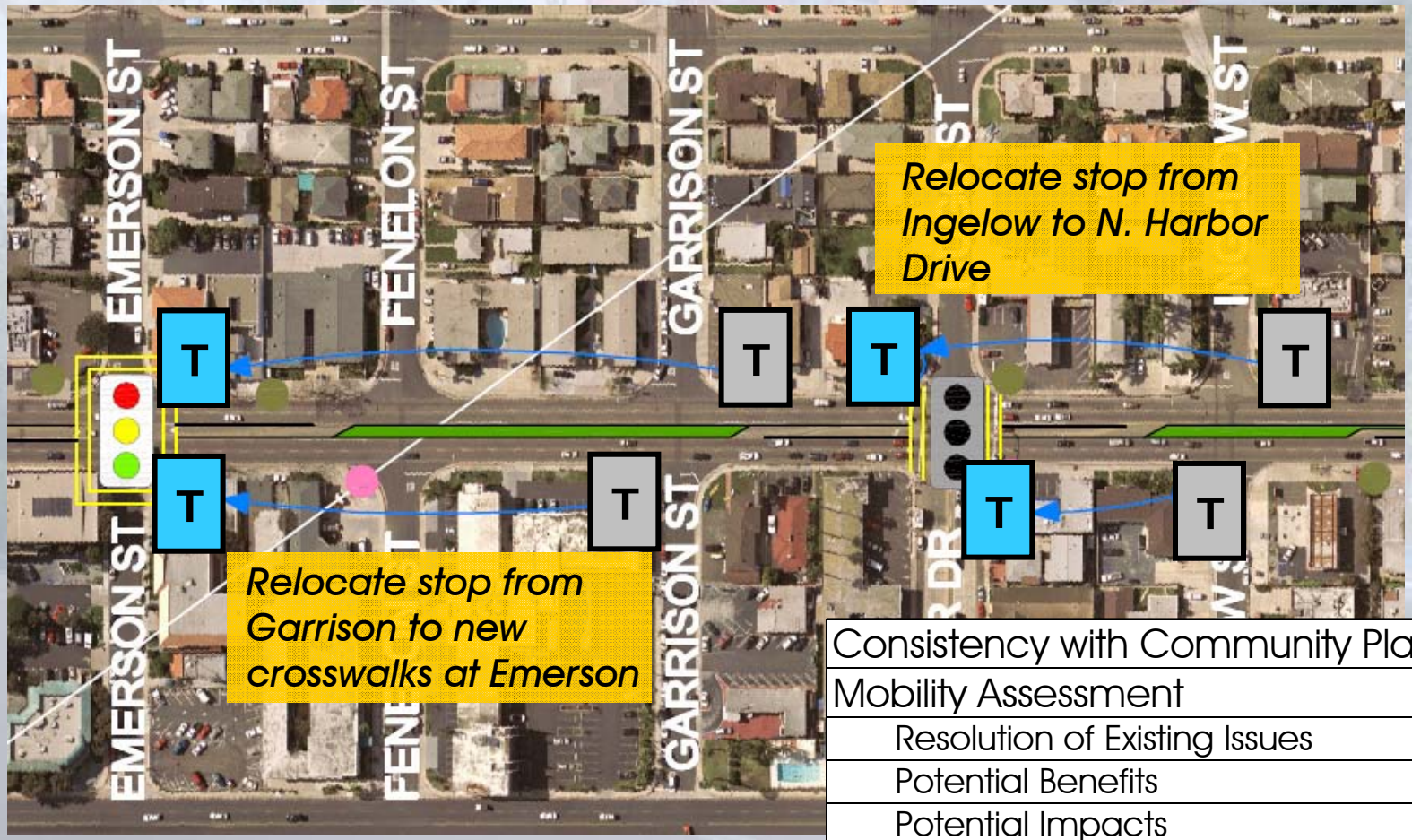
Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 42.0%)	
Cost	M



Preliminary Recommended Improvement :

Relocate Transit Stops to Signalized Intersections

O

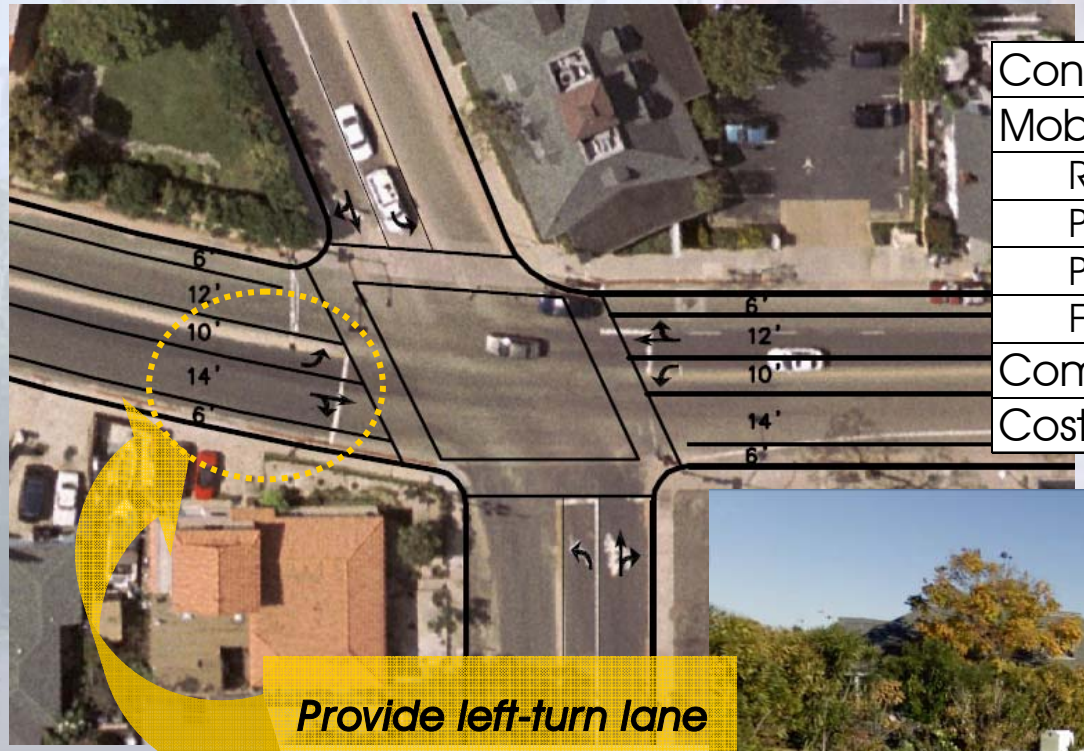


Consistency with Community Plan	○
Mobility Assessment	
Resolution of Existing Issues	○
Potential Benefits	●
Potential Impacts	○
Feasibility	●
Community Input (Like = 52%)	●
Cost	L

Preliminary Recommended Improvement :

Restripe Talbot with Signal Modifications

P



Provide left-turn lane at Talbot and add crosswalks

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 51.6%)	
Cost	L

Preliminary Recommended Improvement :

Complete Sidewalks on West Side of Street to Provide ADA Accessible Route

Q

Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Like = 40.3%)	●
Cost	M

Preliminary Recommended Improvement :

Install Curb Extensions at Owen and Bessemer to Improve Pedestrian Visibility and Reduce Crossing Distance

R

Consistency with Community Plan	●
Mobility Assessment	
Resolution of Existing Issues	●
Potential Benefits	●
Potential Impacts	●
Feasibility	●
Community Input (Dislike = 42.9%)	●
Cost	M

CITY POLICY ON PEDESTRIAN MARKINGS

"Special pedestrian signs and pavement markings "PEDS" may be installed in advance of pedestrian crossings at relatively confined locations or randomly over a substantial distance. Signs and markings may also be used in isolated areas where pedestrian crossings are unexpected and advance warning to motorists is desirable. The following urban guidelines are recommended:

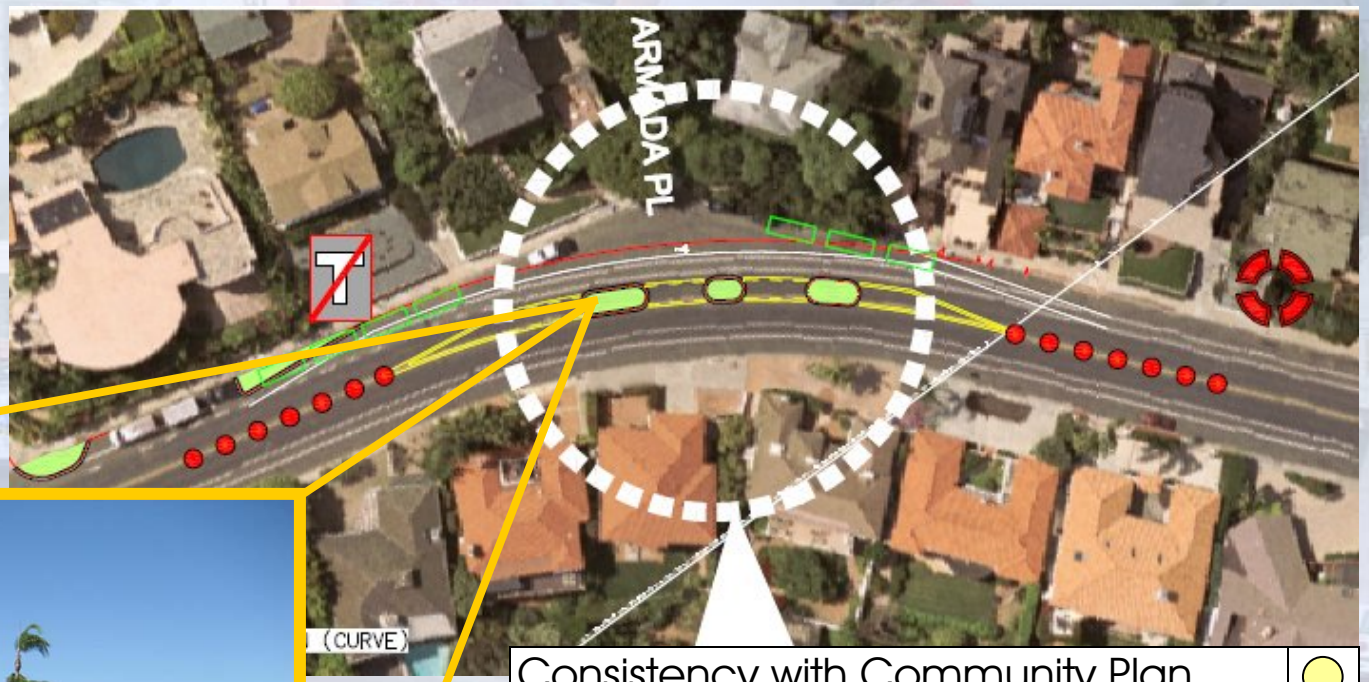
- There should be an identified pedestrian crossing problem
- Roadway should be classified as a through street
- Vehicular volume should be greater than 10,000 ADT
- Pedestrian crossing volume should be greater than 10 pedestrians during the peak pedestrian hour

City of San Diego Council Policy No. 200-07 (April 2009)

Preliminary Recommended Improvement :

Median Islands at Armada Reduce Traffic Speeds Buffer Parked Vehicles (southbound)

S

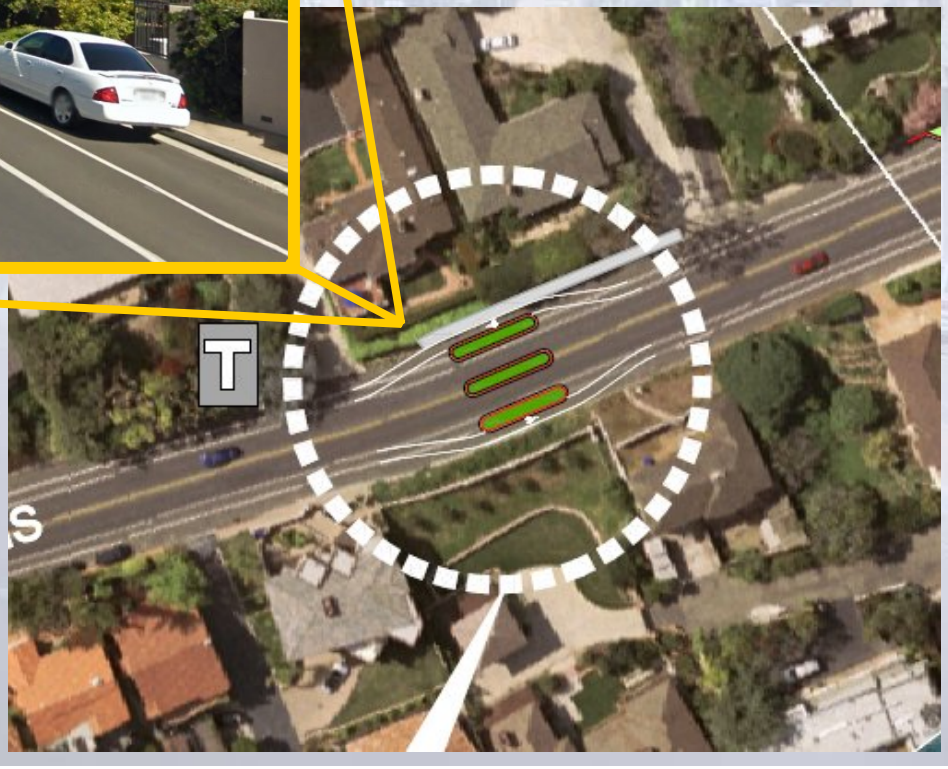


Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 67.7%)	
Cost	M

Preliminary Recommended Improvement :

Install Traffic Calming Devices to Reduce Traffic Speeds: Chokers

T



Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 61.3%)	
Cost	M

Preliminary Recommended Improvement :

Install Traffic Calming Devices to Reduce Traffic Speeds: Mini-Roundabout @ McCall

U

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Dislike = 70.1%)	
Cost	M

Preliminary Recommended Improvement :

Consolidate Transit Stops To Correspond with Proposed Traffic Calming or Pedestrian Crossing Features

V

Consistency with Community Plan	
Mobility Assessment	
Resolution of Existing Issues	
Potential Benefits	
Potential Impacts	
Feasibility	
Community Input (Like = 42.6%)	
Cost	L

NEED FOR IMPROVEMENT

"City staff coordinates with SANDAG/MTS to help provide safe and accessible transit stops. In recent years a number of key transfer points have been consolidated at off-street transit centers which have fewer pedestrian conflicts with through traffic, thereby improving safety. Where possible, bus stops are located on the far side of an intersection to provide better motorist visibility of passengers getting on and off the bus and crossing the street."

City of San Diego Council Policy No. 200-07 (April 2009)